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CLASSIFICATION ~~SECRET~~COUNTRY East Germany

REPORT

TOPIC Doeberitz Airfield

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EVALUATION                      PLACE OBTAINED                     

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DATE OF CONT

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DATE OBTAINED

PREPARED 7 October 1955

REFERENCES

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PAGES 3 ENCLOSURES (NO. & TYPE)

REMARKS

This is UNEVALUATED Information

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1. On 5 and 11 August 1955, 12 IL-10s practiced flying individually and in formations over Doeberitz airfield. On 15 August, a helicopter of an unknown type crossed over the field heading south.

2. Between 18 and 27 August, formations of 25 to 30 IL-10s were occasionally observed departing toward the west. The aircraft mostly returned after 2 or 3 hours. It was assumed that the aircraft of the ground attack regiment stationed at Doeberitz airfield participated in army exercises during that time.

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3. Doeberitz airfield was observed between 2 August and 9 September and in particular the following was noted:

2, 3 and 4 August. IL-10s practiced flying individually and in formations of mostly 3, 6 and 9 aircraft. The IL-10s

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headed west and, after about 45 minutes, returned from that direction.

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Refueling was done from two-axle tank trucks equipped with hand pumps. On 3 August, some Po-2s were also observed aloft making local flights. On the 3 days of observation, 36 IL-10s were parked along the northwestern side of the field and 7 along the northern side.

5 August. Between 1130 and 1600, a new ground attack formation approached from the direction of Falkensee and landed at the field in the following succession: 10 IL-10s at 1130, 9 IL-10s at 1050, 9 IL-10s at 1210, 10 IL-10s at 1225 and another 10 IL-10s at 1400. All aircraft were marked by a light blue propeller hub and rudder assembly. During the landing procedure, a two-axle radio truck with a broom-shaped antenna was parked at the field. The following IL-10s were observed parked at the field after the new formation had landed: 36 in

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two rows of 18 aircraft opposite each other and in a curve in front of the unloading track in the northwestern section of the field; 7 in the northern section with their noses pointing to the south; 48 in irregular groups in the southern and southeastern sections of the field. Two MiG-15s were on blocks in front of the hangars in the southern section.

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6 August. No observations could be made.

7, 13 to 15, 28, 29 and 31 August. No air activity was conducted.

8, 10, 12, 16 to 23, 25, 26, 30 August, and 2 to 7 and 9 September. FLASH

There was local flying by Po-2s.

11, 20 August and 8 September. Local flying was practiced by IL-10s.

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23 August. Between 0630 and 0650, individual take-offs at intervals of about 400 meters were made by 36 IL-10s [redacted]. The aircraft assembled in one formation of 11 and 2 formations of 10 each, the remaining 5 aircraft followed individually. The formations formed a wedge formation at an altitude of about 350 meters. The interval and distance between the individual aircraft of the formations was about 35 meters and 25 meters respectively. The formations and individual aircraft disappeared from view while heading toward Brandenburg. At about 1300, the aircraft returned in the same formation from the direction of Brandenburg and landed in elements of two between 1300 and 1350. It was assured that the ground attack aircraft participated in army exercises held by a portion of the Doeberitz army units who had left toward Brandenburg on 15, 16 and 17 August. IL-10s [redacted] were apparently not employed.

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26 August. Between 0630 and 0645, 32 IL-10s [redacted] took off at intervals of about 400 meters. The aircraft assembled in 3 formations of 10, 11 and 11 aircraft which formed a wedge formation at an altitude of about 350 meters. The interval and distance between the individual aircraft of the formations again was about 35 meters and 25 meters respectively. Between 1400 and 1420, the 32 IL-10s returned from the direction of Brandenburg flying in 8 formations of 4. The landings were made in elements of two.

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27 August. Between 0630 and 0645, 32 IL-10s [redacted] took off and assembled in the same formations as on 26 August. The aircraft returned between 1530 and 1550 flying in 8 formations of 4 aircraft.

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The following number of aircraft were parked at the field:

8, 10, 11, 12, 6 to 19 and 21 to 23 August. The same aircraft were observed as on 5 August after the landing of the formation [redacted]

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26 to 30 August and 2 to 9 September. Thirty-six IL-10s in the northwestern section of the field 7 IL-10s in the northern section, and 32 IL-10s arranged in 3 irregular groups from the area south of the flight control station to the northeast.

4. The 4 searchlights were repeatedly in operation even when no air activity was conducted at the field. Three searchlights were located south of the field and one to the northeast.<sup>1</sup>
5. The engine test stand which had been shifted from the area of the repair hangar in the northern section of the field to the southern section was again observed at its former location after 3 August. Activity on the test stand had increased. Jet engines were continuously running on the test stand in the southern section.
6. An increased quantity of fuel had arrived during the first half of August 1955, with 1 or 2 railroad tank cars arriving every day. On 13 August, 3 large tank cars each with a capacity of about 20,000 liters were shunted to the field.
7. On 13 August, 25 to 30 green boxes, each 1 x 1 x 1 meter, presumably tool boxes were unloaded from a flatcar with side racks at the ramp.
8. During the first half of August, about 300 recruits were daily engaged in firing and infantry training at the northern side of the field. The soldiers always came from and returned to Richthofen Kaserne. The recruits and instruction personnel wore black-bordered blue epaulets with air force insignia.
9. No changes were observed in the occupation of Richthofen Kaserne prior to 5 August. After the arrival of the IL-10 formation on 5 August, the personnel strength was increased by 500 men of whom about 300 were quartered in the southern section of the barracks installation and the remaining 200 in auxiliary quarters in the hangars in the southern section of the field. About 60 percent of the newly arrived personnel were NCOs and trained personnel, the remaining 40 percent were recruits from 17 to 19 years old. After long observations it was estimated that the barracks installation was occupied by 3,300 men including 10 to 12 percent officers, 28 to 30 percent NCOs and the rest EM.<sup>2</sup>

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10. [redacted] trucks with drivers wearing black-bordered blue epaulets were observed in August and early September 1955 [redacted]

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11. The following observations were made in Richthofen Kaserne:  
Between 24 and 26 August, the school was on an alert status and the students were not allowed to leave the barracks installation. During that period, it was repeatedly observed that the soldiers purchased suitcases and timbered boxes which might indicate that personnel were to leave in the near future. The ground attack unit was also in alert status between 24 and 26 August and the soldiers had their baggage ready for departure. During these days, about 20 trucks were parked in front of the quartering buildings [redacted]

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During the morning of 1 September, it was determined that a training group of about 150 men had presumably left Richthofen Kaserne during the preceding night. The quarters in the western wing of building No 16 were vacant. The unit commander Major Polikov (fmu) (phonetic spelling), however, was still seen in the barracks installation. No information could be obtained on the present location of the unit. The students who remained in the installation no longer received theoretical training except for political indoctrination, nor was any activity observed in the training workshops. It was occasionally observed that 150 to 200 men armed with carbines and carrying gas masks and blankets marched to the training area south of Hamburger Chaussee where field training was conducted. The rest of the units were engaged in callisthenics in the barracks area. Up to 8 September no observations were made indicating the intended departure of additional units. About 270 men of the ground attack regiment were still quartered in Richthofen Kaserne, while the other portion of the unit with approximately the same personnel strength was quartered in another building.

12. On 30 August, about 60 crates, each about 2 x 2 x 2 meters, were unloaded by means of a crane from railroad cars at the spur track of the field. The content of the crates could not be determined.
13. On some days between 8 and 20 August, intensive air activity was observed at the airfield. On 16 August, flights were made by formations of 11, 15 or 27 IL-10s.<sup>1</sup>

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1. Comment. Doeberitz airfield is occupied by a ground attack regiment equipped with about 45 IL-10s [redacted] The home field of the IL-10 unit [redacted] which landed at Doeberitz airfield on 5 August has not been determined. Aircraft [redacted] belong to the ground attack regiment in Stendal where air activity was reportedly conducted at the same time. The cadre unit was involved in army exercises, and the aircraft made intermediate landings at Brandenburg-Industriehafen airfield. [redacted]

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[redacted] the number of IL-10s parked at Doeberitz airfield was reduced by 16 after 26 August 1955.

2. Comment. The departure of a unit is presumably connected with the termination of a training course. Major Polikov is unknown. He may, however, be identical with Captain Polyakov who had belonged to a supply unit in Doeberitz in August 1951. The fact that the units were on alert status between 24 and 26 August is probably not connected with army exercises. No further indications for the transfer of other units from Doeberitz have been observed.

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